

Tarmac Delay Contingency Plan

Introduction

The Kansas City Aviation Department the owner and operator of Kansas City International Airport (KMCI) has prepared this Tarmac Delay Contingency Plan pursuant to §42301 of the FAA Modernization and Reform Act of 2012. Questions regarding this plan can be directed to Mr. Bob Johnson – MCI Manager of Operations at bob.johnson@kcmo.org. The Kansas City Aviation Department (KCAD) is filing this plan with the United States Department of Transportation because it is a commercial service airport.

This plan describes how, following excessive tarmac delays and to the extent practicable, the Kansas City Aviation Department will:

- Provide for the deplanement of passengers
- Provide for the sharing of facilities and make gates available at the airport
- Provide a sterile area following excessive tarmac delays for passengers who have not yet cleared United States Customs & Border Protection (CBP)

Airport Information

Kansas City International Airport (KMCI) person preparing this plan:

- Mr. Bob Johnson – MCI Manager of Operations at bob.johnson@kcmo.org
- 816-243-5248
- Date of submission of plan: February 14, 2019
- Airport Category: **Medium Hub**
- ARFF Index: **C**

Contact Information

In the event of diversion or other irregular operations event, aircraft operators may contact the airport duty manager at 816-835-4315 for assistance. The FAA Kansas City International Airport Tower and Terminal Radar Approach Control (TRACON) facilities maintain constant communications with the KCAD Airport Duty Manager during irregular operations. Requests for assistance may also be made through those facilities on applicable ATC radio frequencies.

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Deplanement of Passengers Following Excessive Tarmac Delays

The KCAD does not own owns equipment needed to safely deplane passengers from air carrier aircraft and is, therefore, unable on its own to provide for the deplanement of passengers. Additionally, KCAD personnel are not trained to assist in the deplanement of passengers using equipment owned or operated by air carriers, contract service providers or airport tenants. The KCAD will facilitate communication with airlines, ground handlers, fixed-base operator and others who may have the necessary equipment and personnel to safely deplane passengers on behalf of airlines that have incurred excessive tarmac delays as soon as practicable after receiving requests from such airlines through procedures identified in the previous section.

Tarmac Delay Contingency Plan

The KCAD lists tarmac delays as a hazard within the KCI Airport Emergency Plan (AEP). The Federal Aviation Administration has approved the AEP and the procedures defined within.

The KCAD objectives during an emergency Overflow Aircraft Situation include:

- Identify available overflow parking space that can be used on a case-by-case basis
- Allocate parking space in a manner not impacting normal flight operations
- Maintain taxiway access to and from runways and aircraft parking positions
- Identify capacity figures that initiate actions to manage overflow parking levels
- Avoid aircraft diversions
- Prevent airport closure due to ground movement gridlock
- Ensure compliance with DOT regulations

Sharing of Facilities and Available Gates in an Emergency

The following gates equipped with loading bridges are not leased to air carriers and therefore the KCAD has overall control:

- Terminal C Gates 61, 72, 73, 87, 89
- Gate 90 US CBP, Federal Inspection Station (prior permission required from CBP).

The following hard stand aircraft parking spaces, which will require tenant air stairs to off load passengers if needed, are available on a case by case situation and the availability of KCAD owned public buses:

- Bravo Apron (between taxiways L and Terminal B) – five spaces

If additional gates are needed, the KCAD will direct tenant air carriers to make preferential use gates and other facilities available to an air carrier seeking to deplane at a gate, during those time periods when the tenant airline is not using or not scheduled to use the gates, to the maximum extent practicable.

Sterile Area Following Excessive Tarmac Delays for Passengers Who Have Not Cleared United States Customs and Border Protection

Kansas City International Airport has defined sterile areas at Terminal C, Gate 90 that can accommodate limited numbers of international passengers. The KCAD will coordinate with local Customs and Border Protection (CBP) officials in a timely manner to request that international passengers who have not yet cleared United States Customs and Border Protection be deplaned into the defined sterile area, to the extent practicable. CBP may require actual clearance and/or deplaning in accordance with CBP procedures, and CBP will ensure that the KCAD and the appropriate air carrier are notified accordingly. CBP will communicate and coordinate clearance issues for all international aircraft.

Public Access to the Emergency Contingency Plan

The KCAD will provide public access to its emergency contingency plan by posting it in a conspicuous location on the airport's website: www.flykci.com